INTELLOFAX 14

COUNTRY USSR

REPORT NO.

TOPIC Torpedo Plant in Makhach-Kala

25X1A

EVALUATION [redacted]

DATE OF CO

DATE OBTAIN

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 Blueprint

REMARKS:

25X1X

SOURCE [redacted]

1. Location:

About 700 to 800 meters south of the suburb Bosporod, on the Caspian Sea, in Makhach-Kala (47°27' E/42°58' N), Dagestan ASSR. Bosporod was renamed Kaspiic in 1948.

2. Plant installations:

The plant covers an area almost one square km. Having been partially dismantled by the Soviets during the war, the machinery was reinstalled after the war and the plant enlarged by new constructions. Inscriptions on shipments of component parts (torpedo shells and parts of pressure tanks), some misdirected shipments, and files indicated that sister plants were in Leningrad and Alma Ata. For plant layout see Annex.

3. Work force:

No details available except that German engineers worked in the production.

4. Production:

Torpedoes and depth bombs without fillings. Electric torpedoes and torpedoes with magnetic fuzes were not observed.

25X1A [redacted] Comment:

a. The plant was previously designated Military Plant No. 182, Dvigstroy and is covered by a German aerial photograph No. SG 025, dated 16 April 1942.

25X1A

[redacted]

 Annex-A

The location was pinpointed with the following coordinates: 47°38'E/42°52'45"N.

b. The attached sketch is the best information received and is considered a correct reproduction of the present plant layout because:

(1) Data and sketch are confirmed by another report which is retained as it gives no additional information.

(2) Attached sketch and the aerial photograph agree on all buildings which can be identified on the photograph.

c. Efforts are being made to obtain information on size and type of construction of the plant buildings.

1 Annex, Blueprint: Torpedo Plant in Makhach-Kala.

Annex A

Legend to Annex:

1 Gate

2 Administration

3 Oil fueled power plant

4 Fire department

5 Department No. 11, lathe shop for war-heads

6 Department No. 12, repair shop for electric apparatus and motors

7 Department No. 7, manufacture of machine parts for plant requirements

8 New building

9 Department No. 27, temporary production of pressing irons and door locks

10 Department No. 10, carpenter shop, production of boxes for torpedo accessories, depth bombs and packing materials.

11 Department No. 18, machine repair shop

12 Stores with food, clothing and other utensils

13 Department No. 5, tool shop, hardening shop, testing department and special production

14 Compressor station

15 Section with German engineers working on tests and designs

16 New installation, purpose unknown

17 Department No. 6, assembly of torpedoes and "test runs"; off limits to PWs

18 Department No. 4, lathe shop, for internal torpedo parts of brass and bronze.

19 Department No 25, constructed in 1948, manufacture of copper, brass and steel screws for internal parts of torpedoes

20 Department No. 3, foundry for internal torpedo parts with three large and four or five small electric smelting furnaces

21 Department No. 2, forge for propeller blades and other parts

22 Department No. 26, manufacture of shells for waterbombs

23 Department No. 1, manufacture of internal torpedo parts, presumably fuel tanks

24 Department No. 9, lathe shop for torpedo shells (they are cast in a sister plant in Leningrad or Alma Ata)

25 Department No. 30, utilization of metal shavings stores

26 Stone structure building, parts of war-time/with shell slugs

27 Oil shipment station with three or four dug-in tanks

28 Concrete artificial island, about 3 km from the coast, with four-story building and pier. According to Soviet statements, a war-time filling station for torpedoes and a peace-time torpedo target range

B Railroad depot, called Sklad-13 (warehouse 13); equipment arriving from Finch was unloaded and stored before being shipped to the torpedo plant. Buildings of the torpedo plant are approximately 80 to 100 x 40 meters.

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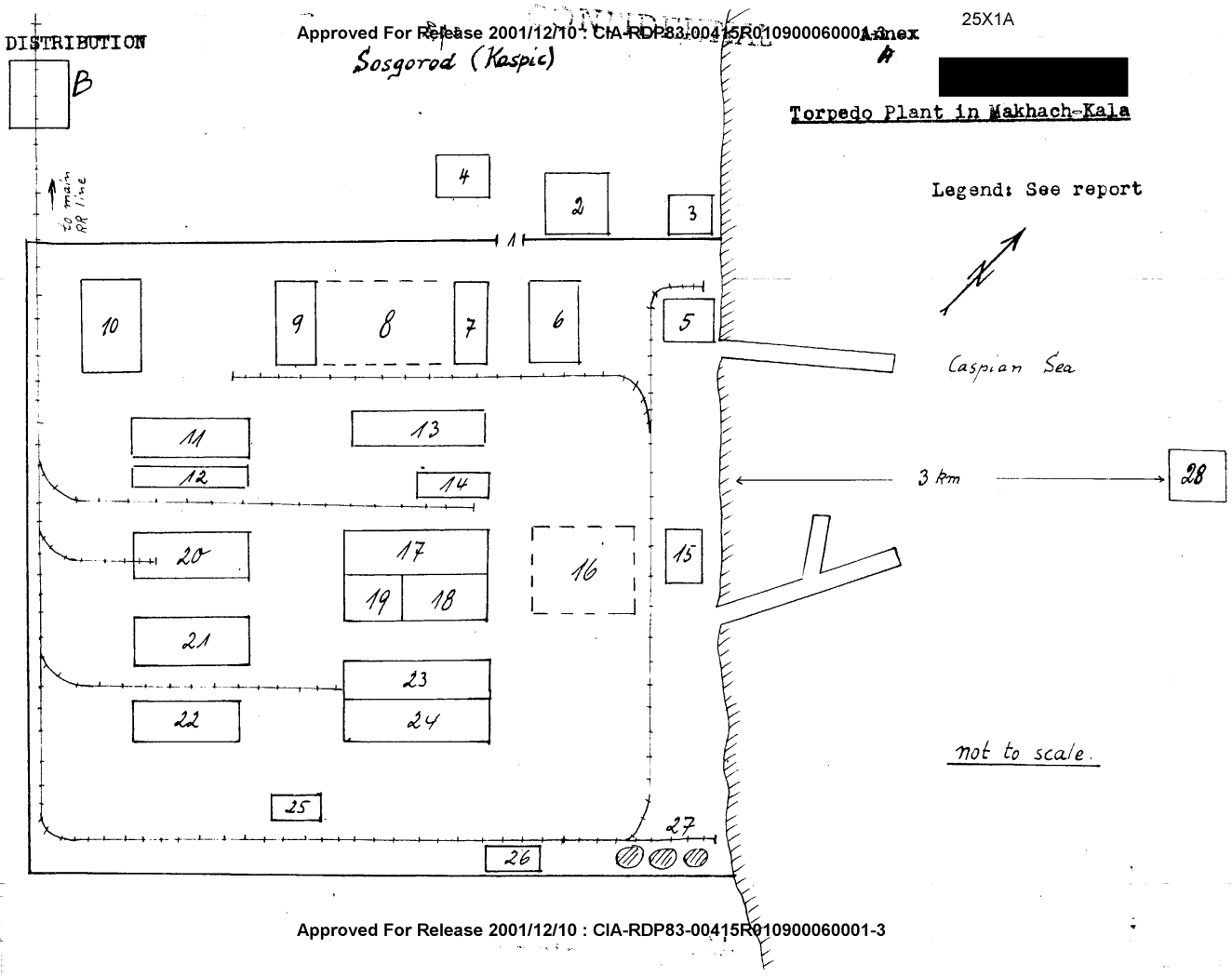
25X1A

Annex 4

[redacted]

Torpedo Plant in Makhach-Kala



CLASSIFICATION CONFIDENTIAL/CONTROL/US O

COUNTRY Soviet Union REPORT NO.

TOPIC Oil Fields and Refining Installations around Neftegorsk, Mai-
Kop Oblast

INTELLOFAX 14

25X1A

[redacted]

EVALUATION

DATE OF C

DATE OBTAINED DATE PREPARED ANNEX B

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 Blueprint

REMARKS

25X1X

SOURCES [redacted]

1. Oil fields

a. Location :

Near Neftegorsk (44°22'N/39°43'E) south of Apsheronskaya (44°28'N/39°45'E) east of Khadyzhenskaya (see sketch) (locality now designated Novo Neftegorsk)

b. Plant Installations :

In the last days of the German occupation up to the beginning of 1943 there were 8 or 9 derricks in operation on three oil fields. There were also eight undamaged oil tanks with branch lines to the main pipe line leading to the refinery. The oil fields had spur tracks and pumping stations. Three additional oil fields being exploited by a sizable number of derricks. The drillings in these fields were especially successful. The area extended for one km along the highway to Neftegorsk. A filtering plant was at the junction of the branch lines leading to the main oil pipe line which continued to the refinery.

c. General :

After the Soviets reoccupied this district the mentioned fields were rapidly restored to production (the installations of only one of these fields were completely destroyed

and tanks as well as pipe lines set on fire). New wells were sunk and the existing facilities considerably increased. Early in 1943 there were 268 drilling and producing derricks in the entire area of Neftegorsk. About half of the new drilling and production machinery was of American and British make.

d. The fields around Neftegorsk are now considered the most productive oil center of the entire Caikor District. The daily output of one drilled well is indicated at 4 to 5 tons.

2. Refining installations

a. Location :

24 km south of Neftegorsk in the so-called Liut Valley between Gutsevo (?) and Liutiskaya (?). (see sketch) The construction of a new refinery setup started in April 1940. Four installations were completed and in full operation by May 1947. From the oil fields around Neftegorsk four pipe lines were laid to a new collecting basin. Next to this basin was a filtering plant with 20 filtering columns each about 20 meters high. Pipe lines lead from the filtering plant to the four refining installations, each having 7 to 8 columns including one distilling, one cracking and one gasoline purifying installation. Next to each of the four refining installations are 3 to 4 large tanks. One tank has about 1,000 tons volumetric capacity. These tanks have tapping points and filling installations with spur track and road facilities. The new plant also has its own power station and its pumping stations. Near the end of the observation period construction work was still under way on the new refinery area. Additional tank and filling installations as well as a pipe line for finished products to Neftegorsk were being built. A fifth refining column may be built.

b. Plant installations :

A small refinery with two modern, just completed, installations existed at the time of the German occupation. After the Soviets reoccupied this district the oil pipe lines, the multiple spur tracks to Apsheronskaya and the filling installations for oil trains were restored first.

c. Designation :

The new refinery was known as Plant No. 30.

d. Work force :

The work force numbered about 300 men working in double shifts. The daily output was about 600 tons.

Annex B

e. Production :

The main product was aviation gasoline. This may prove that the cracking installations are catalytic plants.

3. Total work force : The total number of workers employed on the oil fields and in the refining installations around Neftegorsk was indicated at 6,000 to 8,000.

1 Annex : Oil Fields and Refining Installations around Neftegorsk, Maikop Oblast.

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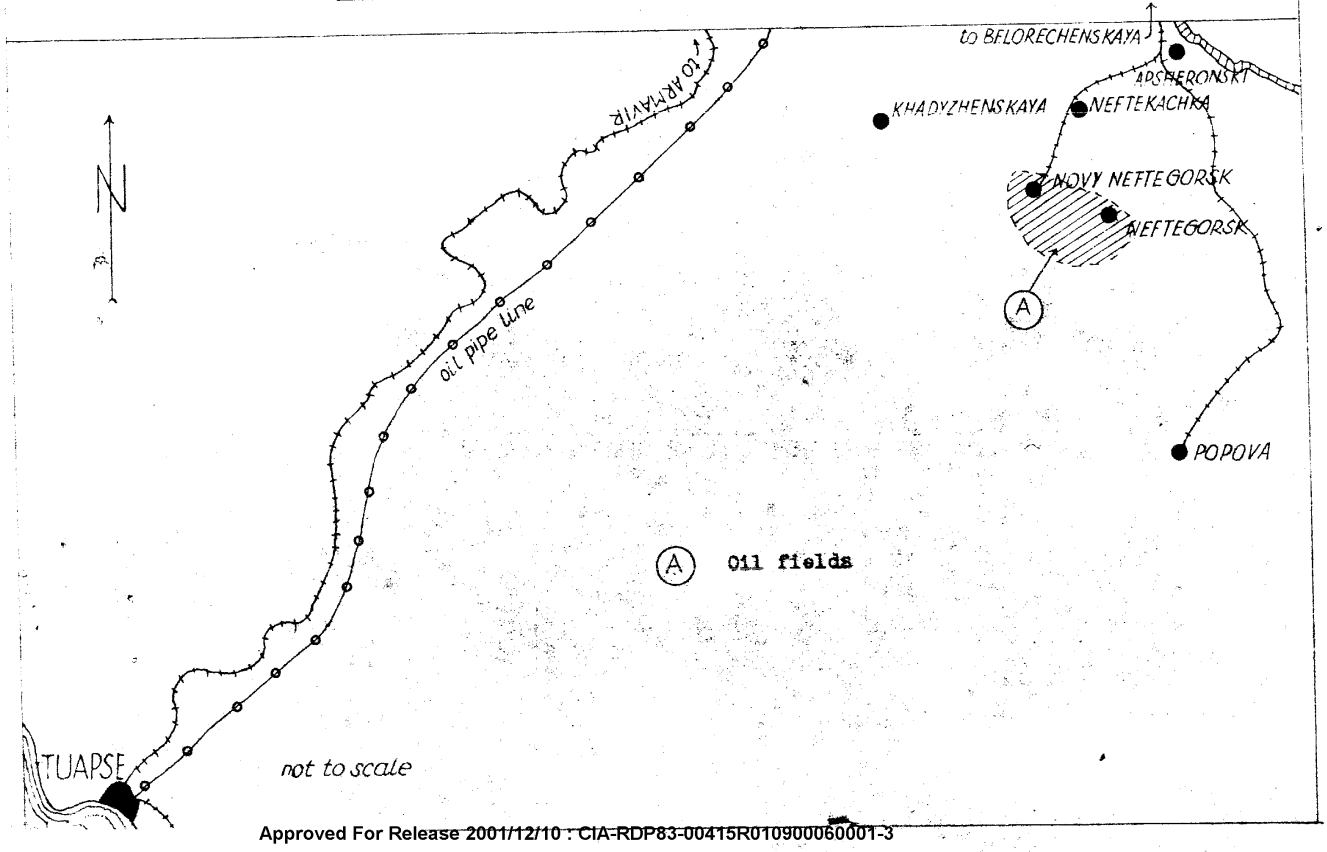
Annex

Oil Fields and Refining Installations area of Neftegorsk, Maikop Oblast



COUNTRY Soviet Union REPORT NO.

TOPIC NOVOCHERKASSK Plant Producing Electric Locomotives 25X1A

25X1C

EVALUATION [redacted] PLACE OBTAINED Germany [redacted]

DATE OF CONTE [redacted] Annex C

DATE OBTAINED [redacted] EPARED 12 January 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 blueprint

REMARKS

25X1X

SOURCE [redacted]

1. Location:

The plant, designated Zavod-Budenny is about four miles north of NOVOCHERKASSK (40°06'E/47°24'N), west of the SHAKHTI road and railroad line and 1,200 feet south of the BUDENNY railroad station.

2. Plant installations:

The plant was established in 1930. Its machinery was displaced to the Ural Mountains during the war. The damaged buildings were reconditioned after the war. New AEG machinery was installed between 1946 and 1947, as was learned from the trade marks on the AEG machinery. Production was started in 1948 and it has been in full operation since 1949. It covers an area of about 12,000 x 1,500 feet. The east gate was inscribed with the name of the plant. Construction of several new workshops was started in 1949. Some of them were only completed as bare brick structures. Power was supplied from outside. Several railroad spur tracks were available. For layout see Annex.

3. Work force:

About 7,000 workers including PWs working in three unequal shifts.

4. Production:

Electric locomotives with maximum speed of 38 miles per hour and a weight of 145 tons (learned from the model designation plate).

Annex - 2

25X1A

[redacted] Comment:

a. The NOVOCHERKASSK Engine Plant was reported previously. The location as indicated by source is correct.

b. Only the eastern section of the plant on the enclosed layout sketch conforms to that attached to the previous report. As the former sketch is consistent with the aerial photograph taken on 12 September 1941 it is considered correct. The plant was not considerably damaged during the war. It is therefore believed that at the present layout, in general, conforms to that given by the aerial photograph.

c. The report has special interest because of the data on the dimensions of the buildings, including the new ones. However, confirmation is required.

1 Annex: NOVOCHERKASSK Plant producing Electric Locomotives.

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Legend to Annex:

1 Mechanical workshop, about 300 x 180 feet, final assembly

2 Foundry, 300 x 240 feet, for iron, steel and light metal parts; three furnaces

2a Annex to building No 2, 150 x 150 feet, brick, completed in August 1949

3 Brick building, about 360 x 270 feet; according to a Soviet foreman, for the production of motors. Completion of the building is scheduled for 1950, the area being already staked off.

4 Water installation and boilerhouse for heating plant

5 Oxygen plant

6 Workshop and storage for electrical material

7 Forge, about 300 x 120 feet for working wheels, connecting rods, etc.

8 Newly constructed building, 240 x 90 feet, brickwork completed in August 1949, presumably an Annex to the forge

9 Storage shed for metals and insulating material for motor production

10 Engine house

11 Newly constructed building, storage for sheet metals and body components

12 Transformer station. Underground cables led from this station to the individual workshops (imbedded by source himself)

13 Storage shed for colors, oil and grease (partially concrete, under ground construction)

14 PW Camp No 7251/11

15 Guard house.

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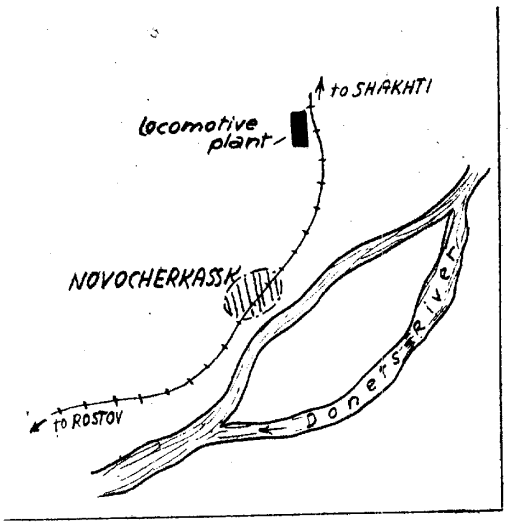
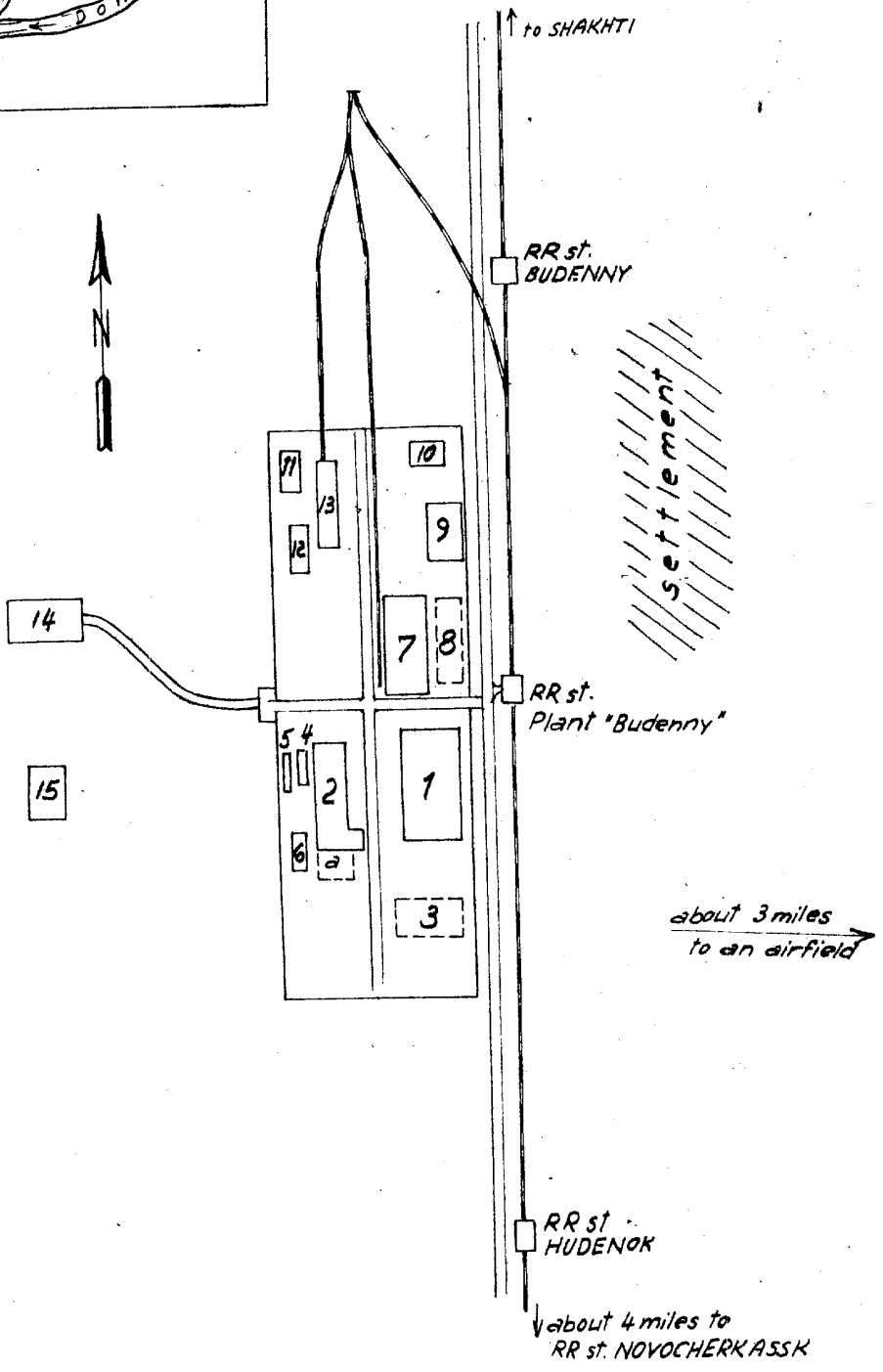
Annex

NOVOCHERKASSK Plant Producing Electric Locomotives

(Legend: See report)





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CLASSIFICATION SECRET-CONTROL/US OFFICIALS

COUNTRY Soviet Union REPORT NO. /

TOPIC "Budenny" Electric Locomotive Plant in NOVOCHERKASSK

25X1C 25X1A

EVALUATION [redacted] ED Germany [redacted]

DATE OF CONTE [redacted] ARMY D

DATE OBTAINED [redacted] PREPARED 12 January 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 blueprint

REMARKS

25X1X

SOURCE [redacted]

1. Location: Some miles north of NOVOCHERKASSK (40°06'E/47°24'N), west of the double-track SHAKHTI railroad line, opposite the BUDENNY Railroad Station which was reserved for plant workers

2. Plant installations: Soviet workers said that the plant was constructed about 1928. The machinery was moved out during the war and was replaced by dismantled German machinery after 1945. Source noticed machine tools produced by the Pittler Company, CHEMNITZ. The buildings which were relatively lightly damaged during the war had been reconditioned. Several workshops had been under construction for about one year. These workshops were not yet in operation by the end of the period covered by this report. There were numerous railroad spur tracks. Power lines led from outside and the electricity was distributed by the plant transformer station. For layout see Annex.

3. Work force: About 6,000 Soviets, most of them convicts, working in three shifts, and 400 PWs.

4. Production: Electric locomotives since 1949, steam locomotives were repaired prior to that year.

25X1A 5. [redacted] Comment:

a. The enclosed layout, almost exactly the same as that given in a previous sketch, has some additional details. Only the data given on the dimensions of the buildings differs from the first report. From this conformity, it can be concluded that the data on the "Budenny" Plant as given in the sketch and the legend is correct.

b. The firm from which, according to source, the displaced machine tools came, is presumably the "Werkzeugmaschinen AG Pittler, LEIPZIG" (Pittler Machine Tool Joint-Stock Company, LEIPZIG).

1 Annex: "Budenny" Plant in NOVOCHERKASSK.

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Annex D

Legend to Annex:

1 Guardhouse

2 Pattern-making shop

3 Compressor station

4 Forge 450 x 240 x 60 feet, part of which had been demolished and was reconstructed

5 New building, two thirds completed, presumably provided for assembly shop

6 Tool shop

7 Gasoline dump with 10 to 12 260-gallon tanks

8 Administration building

9 Storage for copper and insulating material

10 Fire department

11 Assembly shop, 450 x 300 feet

12 New building (Aparatni Zech), 500 x 360 x 36 feet, divided into 12 shops, each 42 feet wide. Half of the building was completed by September 1949.

13 Cement storage shed

14 Food storage shed

15 Building of construction company

16 Water pumping station

17 Carpentry

18 Construction material storage place

19 Foundry, equipped with two electric furnaces, one of which was not put into operation until August 1949

20 New building, intended use unknown

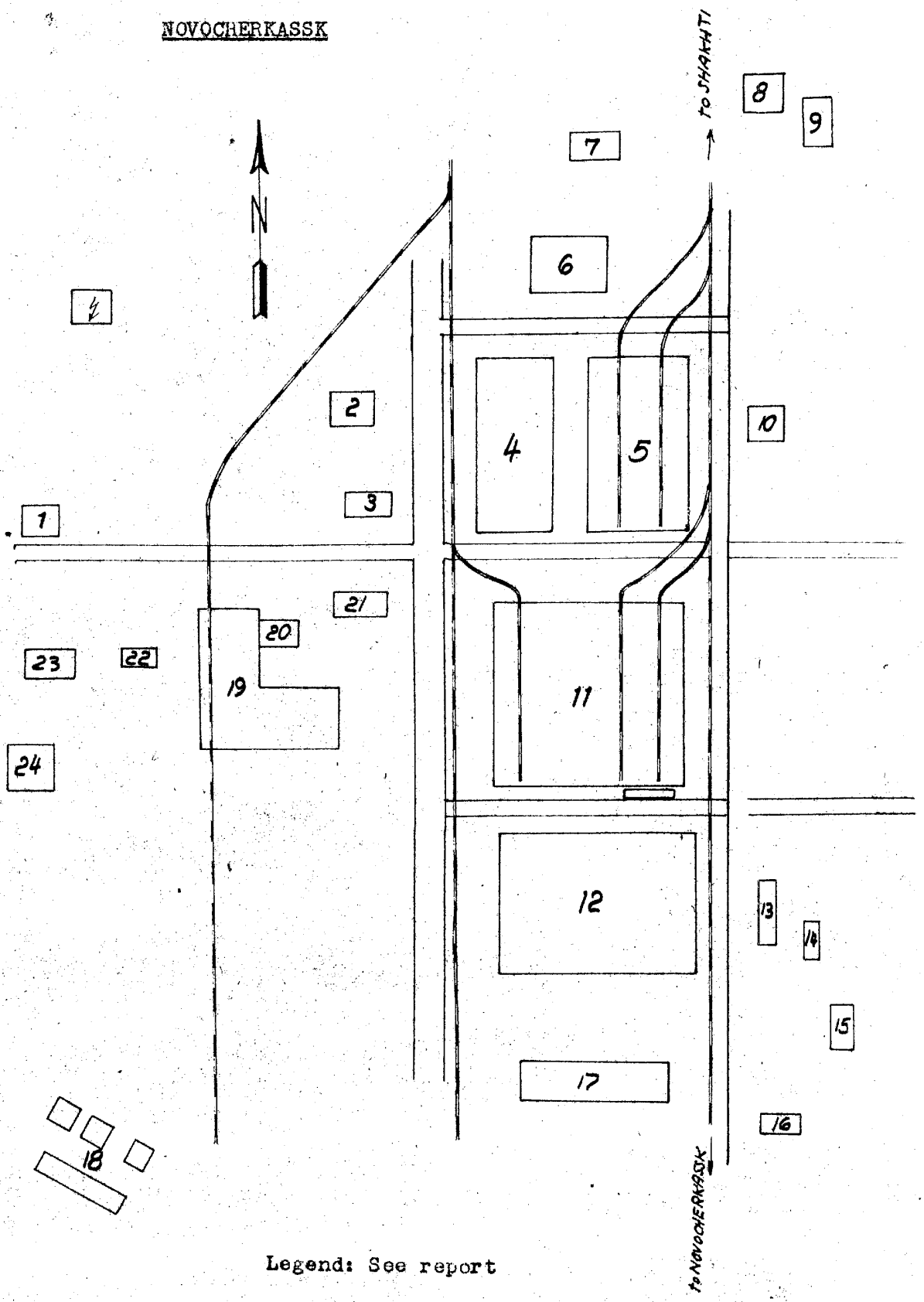
21 Boilerhouse

22 Mobile blacksmith shop, half of which is dilapidated

23 Oxygen Plant

24 Manufacture of heating installation, pipe lines etc.

"Budenny" Plant Producing Electric Locomotives in NOVOCHERKASSK



Legend: See report

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CLASSIFICATION SECRET/CONTROL/US OFFICIAL

COUNTRY Soviet Union REPORT NO.

TOPIC TAGANROG Andreev Metallurgical Plant

25X1C 25X1A

EVALUATION [redacted] Germany [redacted]

DATE OF CONTEN [redacted] ANNEX E

DATE OBTAINED [redacted] PARED 21 December 1949

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 Blueprint and 1 Aerial Photograph

REMARKS

25X1X [redacted]

SOURCE [redacted]

1. Location: North of TAGANROG (38°55'E/47°13'N), Rostov Oblast, some hundred feet from the Sea of Azov.

2. Observations: The plant is rather old. The dates 1910 and 1911 are inscribed on some buildings. According to Soviets, only one building in the southern section had been damaged in the war and it was later reconstructed. Railroad facilities with several sidings are available. The street car line No. 2 passes directly west of the plant. Electric energy is presumably supplied from ROSTOV since the transmitting lines lead in that direction.
For plant layout see Annex.

3. Work force: Source could not give the total number but estimated about 3,000 laborers working in one day shift and about 250 PWs.

4. Production: Armor plating, shipbuilding and boiler plates, seamless and welded pipes.

25X1A [redacted] Comment:

a. The attached aerial photograph shows the pin-point location of the plant. The plant area including a factory-owned harbor reaches as far as the sea shore.

b. Few records on the plant are available. The location of the main buildings as reproduced on the attached sketch agrees with another sketch dated 1947.

c. Further reports are required to determine the dimensions and kind of construction of the individual plant installations.

2 Annexes: 1. TAGANROG "Andreev" Metallurgical Plant
2. TAGANROG

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COPY OF ENCLOSURE TO [redacted]

Annex #E

Legend to Map 1:

1 Foundry with three furnaces. Production of ingots of which seamless tubes are manufactured.

2 Open-hearth plant and rolling mill with four open-hearth furnaces (three are in operation), two roll trains, a forge and a hardening department.

3 Tube rolling mill (Trubo Mine). Production of welded tubes, up to 36 feet long.

4 Open-hearth department No. 2 with four open-hearth furnaces

5 Mechanical department, repair of machines

6 Field forge

7 Laboratory

8 Workshop

9 Factory hospital

10 Several offices

11 Factory balance

12 Oil bunker

13 Main administration building

14 Three ware houses

15 Lenin Club house

16 Department for the production of household utensils made of black iron plate

17 Small forge

18 Hearth

19 Three guardhouses

20 Repair shop

21 Stone crusher

22 Boilerhouse

23 Power distribution station

24 Production of bedsteads of tube scrapings

25 Brickyard storeroom

26 Factory bath

27 Hammer for crushing ingots

28 Storehouse for ingots

29 Shunting cabin for factory railway.

INTELLOFAX 14 CONFIDENTIAL/CONTROL/US [illegible]

COUNTRY [illegible] REPORT NO.

TOPIC Oil Refinery near Tuapse, Krasnodar Oblast

25X1C 25X1A

EVALUATION [redacted] D Germany [redacted]

DATE OF CONT[redacted]

DATE OBTAINED [redacted] PREPARED 27 April 195[illegible]

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 2 Blueprints

REMARKS

25X1X

SOURCE [redacted]

1. Designation :

Truapshotka. The Soviets also called this plant "SMU 73" and "Nas-lostroi Refinery".

2. Location :

a. The refinery area is east of the Tuapskaya River flowing into the sea near Tuapse (44°5'N/39°6'E) and on both sides of the Tuapse-Sochi (43°35'N/39°45'E) highway.

b. The whole building site covers an area of 2.5 to 3 km x 600 to 800 m. The refinery itself covers an area of 1.2 to 1.5 km x 400 to 500 m. The remaining area has road and track facilities, auxiliary plants and large tank depots.

3. Traffic facilities :

The refinery area has spur tracks as well as highway and pipe line connection to the harbor of Tuapse.

4. Plant installations :

a. In 1942 most of the old refinery was destroyed. Reconstruction began about mid-1946.

b. In addition to the reconstruction of the old installations an essential plant expansion is planned.

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c. According to the Five-Year Plan the refinery is scheduled to fully resume its former production scale in 1950.

d. Building projects, which will considerably increase the plant capacity will be continued in the following years. All phases of the expension work will allegedly be completed by 1960. It is scheduled to build a total of six or seven refineries (seven or eight refineries according to other reports). Each installation will be a self-contained plant setup and will be laid out largely on the same technical lines.

e. The refinery installations will consist of one large fractionizing installation and one large distilling installation with columns for gasoline, kerosene, gas oil, lubricating oil and residues (mazut). The batteries of fractionizing columns, 4 to 5 m in diameter, attached to the furnace units are of varying height (between 15 and 30 m).

f. Next to these batteries are additional batteries for gasoline refining and lubricating oil refining as well as refrigerator installations. After refining and filtering, the finished products are pumped into groups of four or five flat-pressure boilers from where distribution is made to the individual tank containers.

g. Each installation for light fractions will probably also be provided with one or two cracking installations for each column as up to 20 m high pressure tanks were set up.

h. Each column consists of two large and four small batteries, refining, filtering, purifying and cracking installations and the mentioned refrigerating installations and pressure boilers.

i. A total of three self-contained plants (about 50 tube and boiler constructions) were completed towards the end of the observation period. After all installations have been built this refinery will allegedly be one of the largest installations in the Soviet Union. The refinery was constructed principally from material supplied by the Mekhzavod Plant near Tuapse which produce machines, apparatus, fittings and boilers.

j. The Kizlovod Oxygen Plant is also located in the immediate vicinity of the refinery.

5. Oil pipe line :

a. The refinery is connected with the Armavir (45°0'N/41°3'E) - Dyelorechenskaya (44°46'N/39°52'E) - Pashekhskaya - Khadyshinskaya-Tuapse pipe line. This is the main underground oil pipe line with Tuapse as terminal.

b. In the refinery area the pipe line goes to the large crude oil tank depot and from there to the individual refining installations (distilling columns). The feed lines from the main oil pipe line to the crude oil tank depot are two or three 30 to 35-cm diameter pipes, 1.50 m underground. The branch pipe lines to the individual installations are above-surface and are 15 to 20 cm in diameter. Identical intermediate lines go from the refining, cracking, filtering and purifying installations of the individual distilling columns to the flat pressure boilers and from there to the tank depot for finished products.

6. Crude oil tank depot :

a. Until the end of the observation period the crude oil tank depot consisted of about 30 oil tanks of different dimensions. Several old prewar tanks, which had not been damaged, were 5 to 8 m in diameter and 7 to 12 m high. The dimensions of the newly built crude oil tanks varied between 10 and 25 m in diameter and 12 and 15 m height.

b. The tank depot for finished products consisted of a number of small tanks attached to the individual refining columns. The diameter of these tanks ranged between 5 and 15 m and the height between 8 and 12 m. All gasoline tanks were smaller and were indicated at 4 to 6 m in diameter and 7 to 10 m in height. The total number of tanks planned for this depot was indicated at about 300. They were mostly in two rows of six, built into the ground and sunk into several-meter high concrete blocks.

c. Next to this depot a number of cemented basins of about 15 x 30 m were seen which were used partly as cooling and water basins and partly for collecting oil residues when the tanks were overfilled.

d. During the observation period the crude oil tank depot could not hold all the oil pumped from the main pipe line. All crude oil tanks were filled to capacity and crude oil puddles were scattered over the entire plant area.

7. Additional plant installations :

The refinery had its own power plant operated with two large turbines up to the beginning of 1949. The plant also has its own large engineering repair shop, a sawmill and secondary installations such as a locksmith's shop, lathe shop, molding shop, mechanical workshop, carpentry etc.

8. Production :

The first two refinery columns started operation in mid-1949. Railroad shipments, each of 20 to 30 tank cars of finished products, left the plant daily.

9. Work force and working time :

a.
The work force of the refinery proper, without those employed in reconstruction work, was 350 to 400 men in late 1948 and almost 600 in mid-1949.

b. While work was still done in one shift in late 1948, the two-shift schedule was introduced early in 1949. At the end of the observation period it was a three-shift schedule with 600 men working in each shift.

25X1A [redacted] Comment :

The report supplies information on the reconstruction and enlarge-

ment of the old refining and cracking installation No. 3 in Ordzhonokidze.

The original annual total capacity of the old refinery was about one million tons, the annual cracking capacity about 300,000 tons.

The annual capacity of the projected six to eight installations can be indicated at about 180,000 to 240,000 tons. The capacity of the first three installations put into operation up to the end of the observation period can be estimated at 400,000 to 450,000 tons. The volumetric capacity of the tank depot may have been 550,000 to 600,000 tons in mid-1949 including about 250,000 tons for the crude oil tank depot and the remaining capacity for the tank depot holding finished products.

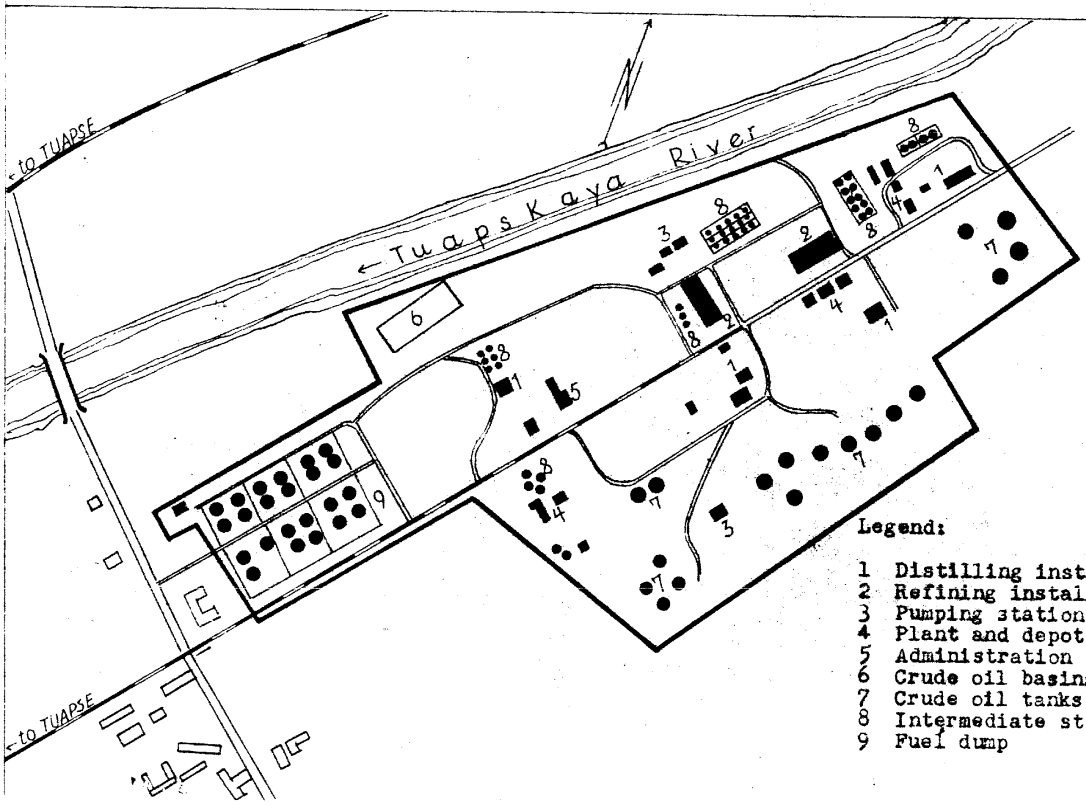
2 Annexes : 1.) 2.) New Refinery near Tuapse, Krasnodar Oblast.

Annex 2

F

New Refinery near Tuapse, Krasnodar Oblast

(according to an aerial photograph of 1941)



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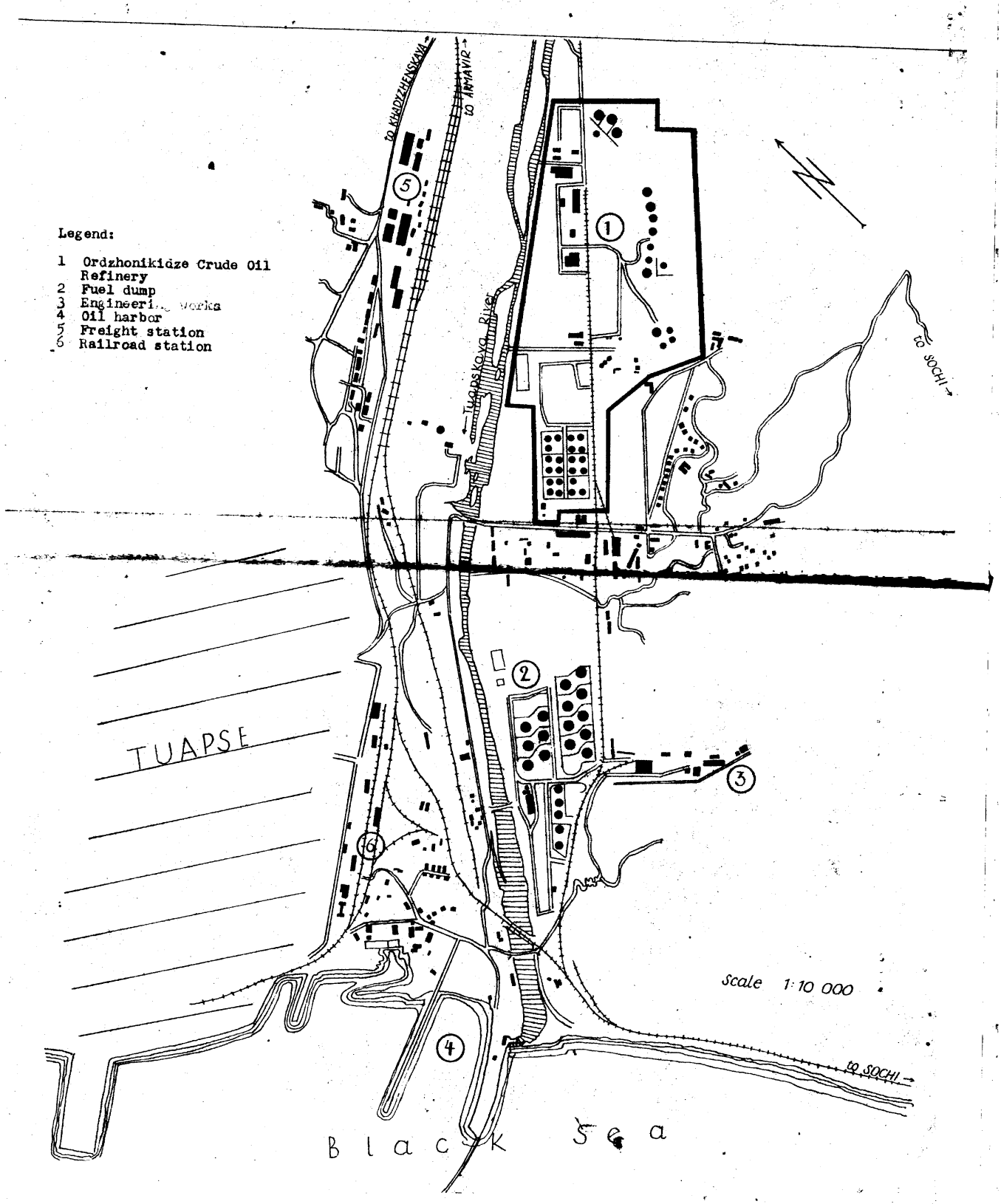
Annex
F

New Refinery near Tuapse, Krasnodar Oblast

(according to an aerial photograph of 1941)



COUNTRY Soviet Union INTELLOFAX 14 REPORT NO.

TOPIC Electric Locomotive Factory in Novocherkask

25X1C 25X1A

EVALUATION [redacted] Germany [redacted]

ANNEX G

DATE OF CON[redacted]

DATE OBTAINE[redacted] EPARED 8 May 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

25X1X

SOURCE [redacted]

1. Location:

North of Novocherkask (40°06'E/47°24'N), Rostov Oblast, west of the railroad line to Shakhti. Apartment houses, most of them seven stories, were under construction on the other side of the double-track line with 10 railroad sidings.

2. Plant installations:

The plant was still being enlarged by PWs in October 1949. From plates on the machines, inventory numbers, etc. it was learned that the machinery came from the plant for electric locomotives, AEG-Borsig in Henningsdorf, Germany. Eighty percent of the machine tools were of German origin. The machines and machine parts, which were scattered all over the plant, were not sufficient to equip the newly constructed plant buildings. For plant layout see Annex No. 1.

3. Work force:

Three thousand laborers, most of them women, 400 PWs, 40 to 50 working as specialists in the plant, the others on constructions. Work was done in two shifts.

4. Production:

a. Electric locomotives with six axles, each axle being driven by an electric motor, and every three axles mounted on one six-wheel bogie. Total engine capacity 3,000 hp, two collectors. See Annex No. 2.

b. The output was from eight to ten engines per month and was scheduled to be increased to 20 to 30 per month by late 1950. Rolled products of all profiles, sheet-metals, preliminary forged axles and other big forged pieces were supplied to the plant. All other parts were produced there.

Annex-G

25X1A

[redacted] Comment:

a. This report supplements and confirms previous information. Data on the electric locomotives, manufactured by the plant, are of special value.

b. Attached plant layout seems credible as it generally agrees with previous information and was drawn by an engineer.

2 Annexes: 2 sketches on ditto 1. Factory for electrified locomotives in Novocherkask.

2. Electrified Locomotive built in Novocherkask.

Legend:

A Plant for electric locomotives

1 Gate and guardhouse

2 Small store of high quality accessories

3 Foundry, 200x100 meters with two electric-furnaces, each of 5-ton capacity and four cupola furnaces

a Annex for sand dressing shop

4 Power plant and compressor installation to supply power to the galvanizing shop. The main power source is outside the plant

5 Model making carpenter shop

6 Mechanical workshop, 80x50 meters, for plant requirements, equipped with many metal processing machines

7 Factory producing insulating materials, 80x50 meters

8 Bare structure

9 Workshop under construction, 200x80 meters, iron frames complete-

10 Workshop for railroad car construction, 100x50 meters, ted department for rough processing of sheet metal

11 Forge, 100x80 meters

a Processing of sheet-metal

12 Mechanical workshop, locomotive assembly, 350x200 meters comprised of six longitudinal sections, separated by pillar lines, covered by saw-tooth roof

13 Two workshops under construction, total dimensions 350x200 meters, walls completed and roof structure partially completed

14 Excavations

15 Mechanical workshop

16 Sawmill with one saw frame

17 Garage and workshop

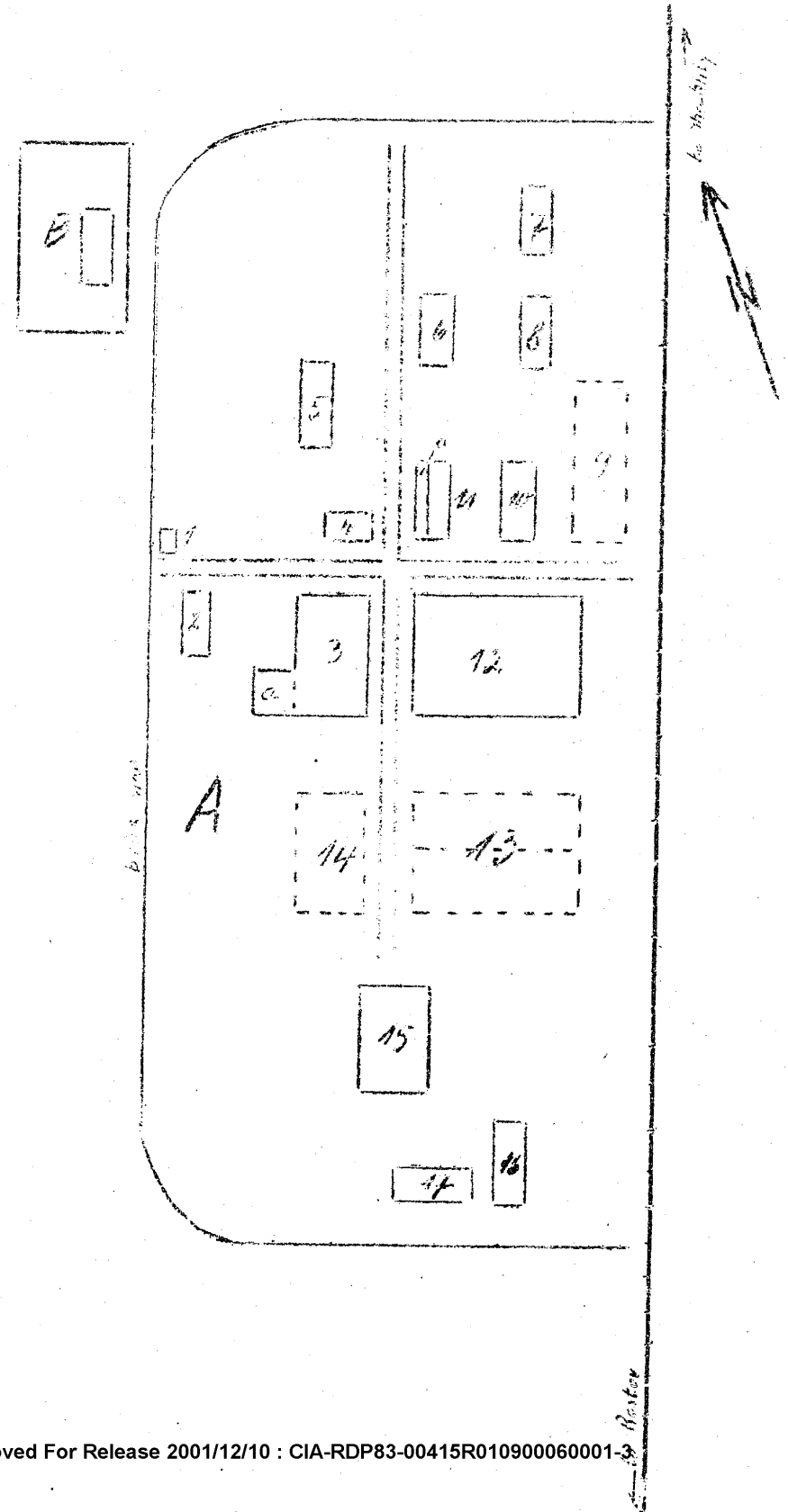
B Transformer plant

Annex I

annex - G

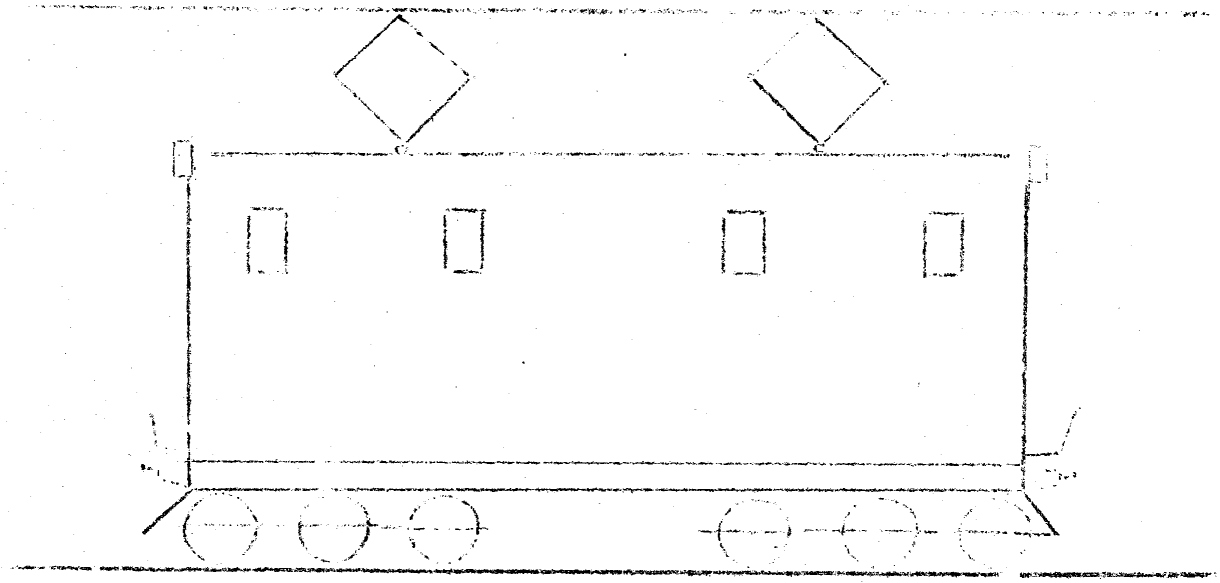
Factory for Electrified Locomotives in Novocherkask

(Legend: See report)



Annex G

Electrified Locomotive Built in Kovocherkask



CLASSIFICATION CONFIDENTIAL/CONTROL/US OFFICIALS ONLY

COUNTRY Soviet Union REPORT NO. 1

TOPIC Dimitrov Aircraft Plant in Leningrad

25X1C 25X1A

EVALUATION [redacted] ED Germany [redacted]

DATE OF CONTENT ANNEX H

DATE OBTAINED [redacted] E PREPARED 7 April 1950

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

SOURCE [redacted]

1. Location:

See references.

2. Name:

Dimitrov Aircraft Plant.

3. Work force:

Twenty-five Soviets working one 10-hour shift.

4. Plant installations:

The construction work was completed by April 1948. Source was not able to draw a sketch of the plant layout but he supplied the following information:

a. Assembly hall 1 with an apprentice workshop for 60 members of the Communist Youth Organization, and a workshop with about 50 automatic and semi-automatic machines from Germany (new) and lathes for the production of bolts, screws and nuts.

b. Assembly hall 2 with electric welding shop, lathe shop and small Galvanicheki shop.
Parts for fuselages were welded in the electric-welding shop. Aircraft parts which source could not describe in detail were processed in the lathe shop. Metal parts were polished in the small Galvanicheki shop. The latter contained chromium baths, nickel baths, a copper bath and some pickling baths for aluminum.

c. Assembly hall 3 where damaged planes form the airfield were repaired.

CLASSIFICATION CONFIDENTIAL/CONTROL/US OFFICIALS ONLY

d. Combined workshop, a multi-purpose workshop, a new ins equipped with mostly German machines (lathes, pressing mac punching machines and rapid planing machines). The workshop a also called "Aircraft Assembly". Production started in April 19

e. Machine shop, or shop No. 9, with the following sectio s:

(1) Hardening shop with hardening furnaces for duraluminum. Duraluminum was electrically heated and made soft in electric tubs, each 4 x 4 meters. The thus treated duraluminum got its final degree of hardness one to two hours after the bath. Toni Schaefer, German engineer and P.., erected a large German pressing machine in the hardening shop. The machine was powered by 15 electric motors and was operated from a special switch-board.

(2) Section with draw benches, 6 pressing machines and 12 punching machines. There vessels, allegedly fishing vessels, were built. The vessels were all-metal, about 30 x 4½ meters and equipped with an 8-cylinder ZIS-engine. The sheet metal used had a gauge of five millimeter. After assembly the vessels were shipped by rail. The data on the motor was learned from a Soviet, Nachalnik, source's superior. He also learned that six vessels were the monthly maximum output.

f. Machine shop with annealing shop and lathe shop. The annealing shop was equipped with eight electrical annealing furnaces and the lathe shop with 50 lathes, mostly large universal lathes, and 8 to 10 American automatic machines. Work force, including PWs 100 per shift.
Screws for vessels were produced in the lathe shop.

g. Casting shop for propellers.

The second section housed a fitting shop and a storage room. Only Soviets, producing electric aircraft instrument panels, worked in the hall. The panels were packed in boxes and shipped.

h. Pattern making shop 1, newly equipped with German work benches, wood-working lathes and band saws.

i. Pattern making shop 2.

k. Fitting shop 1. Machine tools were repaired. It was equipped with eight lathes, four milling machines, three rapid planing machines, several hack saws, and grindstones.

l. Fitting shop 2 with a welding shop, fitting shop, a forge and a hardening shop. New electric motors of various sizes were stored in the basement. Only Soviets worked in this workshop. The forge was equipped with three 10-ton air hammers four electric furnaces and six forge fires.

m. Laboratory. Only Soviet engineers worked there. It was off limits to all PWs but source was there once and saw the following machinery:
A large and a small machine for tensile-strength tests, a small lathe, a metal printing machine and a hardness test installation.

n. Emergency power station with two Diesel generators of unknown capacity. Power was normally supplied by the Stalin Plant.

o. Electro-plating shop, not yet in operation, equipped with four tubs, each 30 meters long and about 4 meters wide.

Annex - H

b. Large boilerhouse, a new installation with a 50-meter smokestack. It was first "neft"-fueled, then converted to bituminous coal.

c. Two new constructions.

5. Three buildings were in the fenced-off plant section No. 49 which was between the main plant and the Sea of Azov. Mass-production of a new aircraft type was under preparation there.

6. Production:

a. Aircraft fuselages, 5 meters long, about 1½ meters in diameter, without cabin, with two places in the nose. Weekly output: 4 units (the loading observed by source at the loading ramp).

b. Elevator and rudder units of various shapes and sizes and propellers which were shipped separately.

c. Six vessels per month

d. Repair work on twin-engine planes which landed on the factory airfield.

7. Supplies:

Coal from Stalino; metals and non-ferrous metals arrived by rail from an unidentified location. Machines and spare parts mostly came from the Soviet Zone of Germany.

8. Security:

The plant was protected by a board fence on the north and east but was open toward the factory airfield and the Sea of Azov. It was guarded by about 200 soldiers wearing blue-bordered red epaulets and armed with carbines and submachine guns.

25X1A

[redacted] Comment:

The report confirms previous information that little aircraft production was going on in the Taganrog Dimitrov Plant. The available information which covers the time up to early 1949 indicates that the plant was to only a minor degree, utilized for the aircraft industry. It is assumed from the modern equipment (machine tools and refining baths) that new-type aircraft are to be constructed there. This assumption is corroborated by information on the design office of this plant contained in two previous reports* and the statement in para 5 that mass-production of a new aircraft type was being prepared.

COUNTRY Soviet Union REPORT NO.

TOPIC Andreev Metallurgical Plant and Mannesmann Tube Plant, Taganrog

25X1C 25X1A

EVALUATION [redacted] many [redacted]

ANNEX I

DATE OF CONTE [redacted]

DATE OBTAINED 21 April 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

25X1X

SOURCE [redacted]

1. Location

Both plants are north of the town between the Sea of Azov and the Taganrog - Rostov highroad. (Taganrog: 38°55' E/57°13'N) Rostov Oblast).

2. Plant layout

a. Andreev Metallurgical Plant:

The plant area is about 720x720 meters and surrounded by a brick wall. According to Soviets, the plant was not demolished during the war. It was named after a Belgian industrialist according to whose plans the installations were allegedly constructed in 1936 and 1937. The buildings are brick or steel structures filled with brickwork. A widely ramified railroad spur track system is available. Electricity is supplied from outside and transformed in the plant. For plant sketch see sketch 1.

b. Mannesmann tube factory:

The plant is 800 meters farther to the north. It was constructed at the same time and was not demolished during the war. The plant consists plant of only large workshop. A railroad spur track leads from the Andreev plant as far as the tube factory.

For shop sketch see sketch 2.

Annex-II

3. Work force

a. Andreev Plant: Three shifts of 20,000 workers (according to a Soviet engineer).

b. Tube factory: Three shifts of 1,000 to 1,200 workers.

4. Production

a. Andreev plant: Tires for locomotives and railroad car wheels, ingots for the Mannesmann tube factory, plates.

b. Tube factory: Seamless tubes.

25X1A

[redacted] comment:

a. The location of the Andreev plant was known before (see German aerial photograph attached to a previous report.*)

b. The location of the main departments of the plant, as similarly indicated by a previous source, is confirmed by the schematic sketch attached to this report. So far unknown data on the plant buildings as to their dimensions and types of construction are also furnished by source.

c. The "tube factory" located farther to the north had not been known before.

1 Annex: Andreev Metallurgical Plant and Mannesmann Tube Plant, Taganrog.

1/ Annex

annex-I

Legend of Annex

Sketch No 1

1. Horse stable, 72x13.5 meters, for 60 to 80 horses

2 Mechanical department, brick building, 72x36x13.5 meters. Sixty percent of the metal-working machines was installed between 1936 and 1938. These machines are of German origin.

3 Scrap iron warehouse containing old tank wrecks, fragments of bridge and workshop structures and other scrap iron of old war material.

4 Main administration, 72x36 meters

5 Engine barn for 10 standard-gauge locomotives, also serving the Mannesmann tube factory.

6 Workshop, 135x90 meters, steel structure, with

a Tire shop for locomotive and railroad car tires

b Rolling mill. Plates were produced in this shop. The length of the tire shop exceeded that of this shop by 18 meters.

7 Molding shop, 112.5x36 meters

8 Water plant, 36x9 meters, with filtering installations for water purification and pipe lines to the Sea of Azov.

9 Furnace building No 1, 90x45 meters, with two open-hearth furnaces Production of ingots for the tire shop and the rolling mill.

10 Furnace building No 2, 90x45 meters, with four open-hearth furnaces. Production of steel ingots for the Mannesmann tube factory. The shop is connected with the Mannesmann tube factory by a railroad spur track.

11 Transformer station, 36x18 meters, with long-distance wires coming from Taganrog.

12 Boiler house, 45x36 meters, with four coke-fueled boilers and three or four compressors for generation of compressed air.

13 Plate and ingot warehouse, 90x27 meters

14 Galvanizing shop, 18x7.5 meters, with zinc bath and three pairs of plate shears

15 Forge, 72x54 meters, with one large-size oil-heated hammer furnace, 7.5x5.4 meters, six minor forge fires and two electric hammers.

16 "Trubus" tube shop, 135x90 meters. Manufacture of tubes up to a thickness of 12.5 cm from tin bands supplied from outside.

Annex - I

Sketch No 2

Workshop, 720x180 meters, with

1 Railroad spur track

28 Annealing furnace

3 Press

4 Hardening furnace

5 Threading machine

6 Inspection

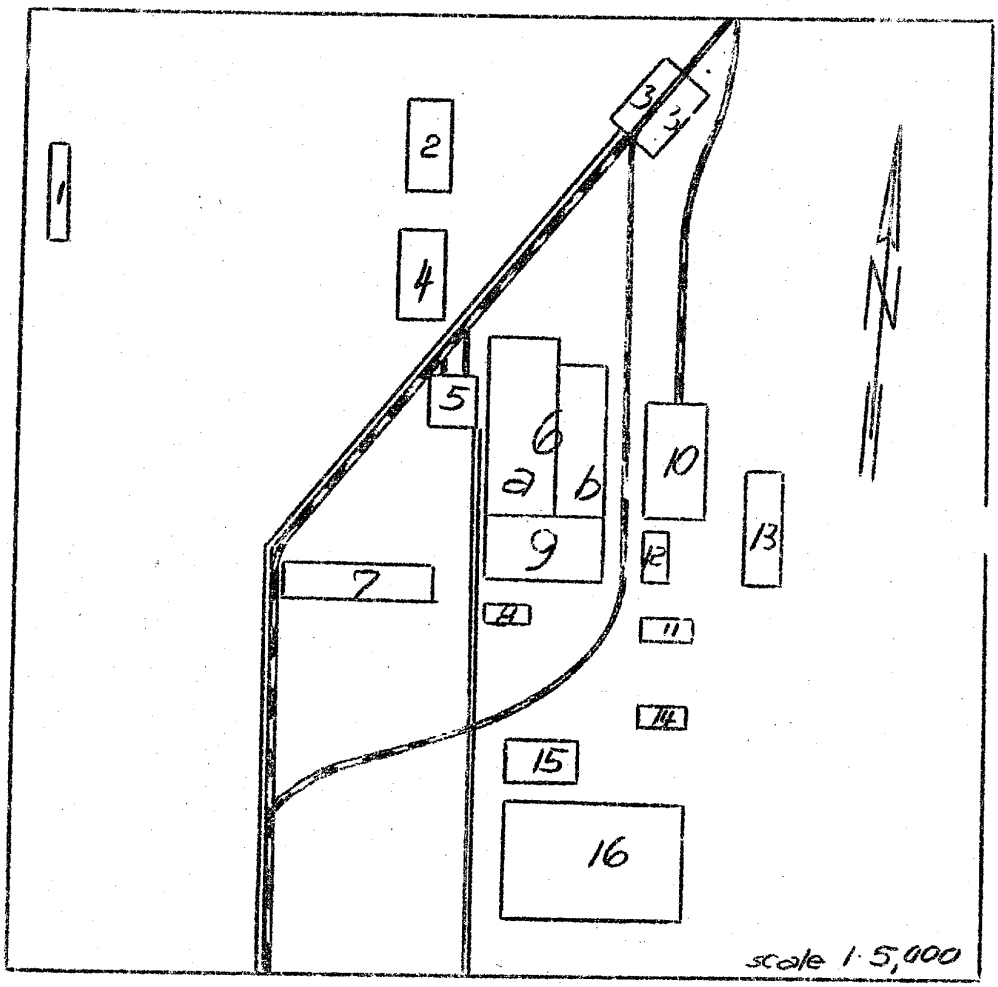
7 Minor annealing furnace.

Annex

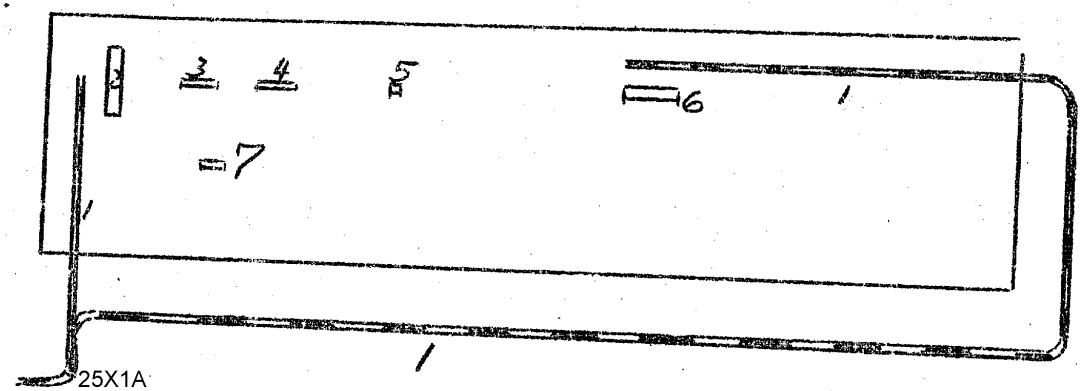
Annex I

Andreev Metallurgical Plant and Mannesmann Tube Plant, Taganrog

Sketch No. 1



Sketch No 2



25X1A

[redacted]

N

SCALE 1:5,000

COUNTRY USSR

REPORT NO. [redacted]

25X1A

25X1A

TOPIC Parchomenko Mining Machines Factory in Karaganda

25X1C

EVALUATION [redacted] TAINED Germany AGENCY S

DATE OF CON

DATE OBTAINI DATE PREPARED 12 April 1950

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 2 blueprints

REMARKS

25X1X

SOURCE [redacted]

1. Location:

The Parchomenko Mining Machinery Factory is in the center of the old town sector of Karaganda (73°06'E/49°52'N), Kazakh SSR.

2. Plant Installations:

a. The products of the plant carried the trade-mark "KZM" an abbreviation which stands for Karaganda Zavod Parchomenko. The trade mark (K Z M) was affixed to all machines in the plant.

b. The plant was originally in Leningrad. With the advance of the German troops it was shifted to its present location. Source learned about this move from workers who witnessed the transfer. Some of the plant buildings were erected before the war. The plant was continuously being expanded during the time of observation. A railroad connection is available.

c. Many failures occurred in the power supply.

d. The plant and approach roads are asphalted and in good condition. They were newly tarred in the Summer of 1949.

For plant layout see Annex.

3. Work force:

Two thousand workers, including 200 to 250 German PWs, working three shifts.

Annex #3

4. Production:

a. According to Soviet statements the plant produced mining machinery during the war.

b. Production at the time of observation: Shaft augers, conveyer belts, coal dust blowers, also known as "Cyclones", coal dust shifting machines and shaft supports.

25X1A [redacted] Comment:

a. This is the first report since the war on the Parchomenko Mining Machinery Factory. In November 1941 the plant was moved from Voroshilovgrad, Ukrainian SSR, and not, as stated by source, from Leningrad to Karaganda. At that time the plant was housed in the repair shops of the Coal Combine. The repair shops of the coal combine are shown under item 3 on the town plan sketch which was compiled according to information furnished by returning PWs.

The location indicated by source presumably corresponds to the town plan. There is no difference between the sketch of source (one plant department of Shaft I west of the plant) and the town plan (entrance of Shaft I south of the plant). It is possible that that installations of Shaft I surround the entire plant.

b. Another source reported that new factory installations being constructed for this plant in the new sector of Karaganda. These installations should soon be completed. The machinery is to be moved to the new location in 1950.

c. The statement concerning the wartime production of the plant does not correspond with the information on record. In 1942 the plant, employing 1,000 workers, produced bombs and shells; the production of machine guns and submachine guns was also reported but not confirmed.

2 Annexes: 1. "Parchomenko" Mining Machine Manufacturing Plant in Karaganda.
2. Karaganda.

Legend to Annex 1:

A Parchomenko Mining Equipment Plant.

1 Stables

2. Garage, old

3. Garage, new solid structure, space for 12 trucks and two cranes.

4. Wooden structure, old, housing:

a. Messhall for PWs

b. Kitchen

c. Storage for tin and wire

Annex #3

5. Tool and supply storage

6. Double track for movable crane, capacity 8 tons.

7. Foundry, cast iron, 73 x 27 meters, four electrically operated furnaces

8. Foundry, non-ferrous metals, gas fueled furnace

9. Electric department

10. Ambulance

11. Bath

12. Pipe cutting section

13. Chemical laboratory

14. Stables

15. Supply dump

16. Pattern cutting section

17. Steel construction department, designated "CMK", two movable cranes, each 20 tons capacity. The frames for machines are manufactured here.

18. Assembly shops; all machines produced at the plant are assembled here.

(16 through 18 are in one brick building with steel structure-roof and skylights)

19. Office building, four stories high, modern, construction office.

21. Mechanical department, 680 x 9 meters, production of small parts.

20. Storage area for machines, 270 meters long.

22. Production of shaft supports

23. Testing of shaft supports

24. Storage for semi-finished product

25. Production of electrodes, no details available

26. Mechanical department, 370 x 9 meters, large metal processing machines. Production of large cast iron parts and gears.

27. Large and small forge

28. Hardening shop, 18 x 9 meters, six electric hardening furnaces.

29. Administration building, three-story brick structure, 18 x 18 meters.

30. Machine tool department and grinding shop

31. Plant repair department

32. Office of the repair department, three-story building

(30 through 32 are in one building, 90 x 13½ meters)

33. Narrow gauge track, leading from the foundry to the mechanical department.

34. Shipping lane

B Area of a plant department of the coal pit 1

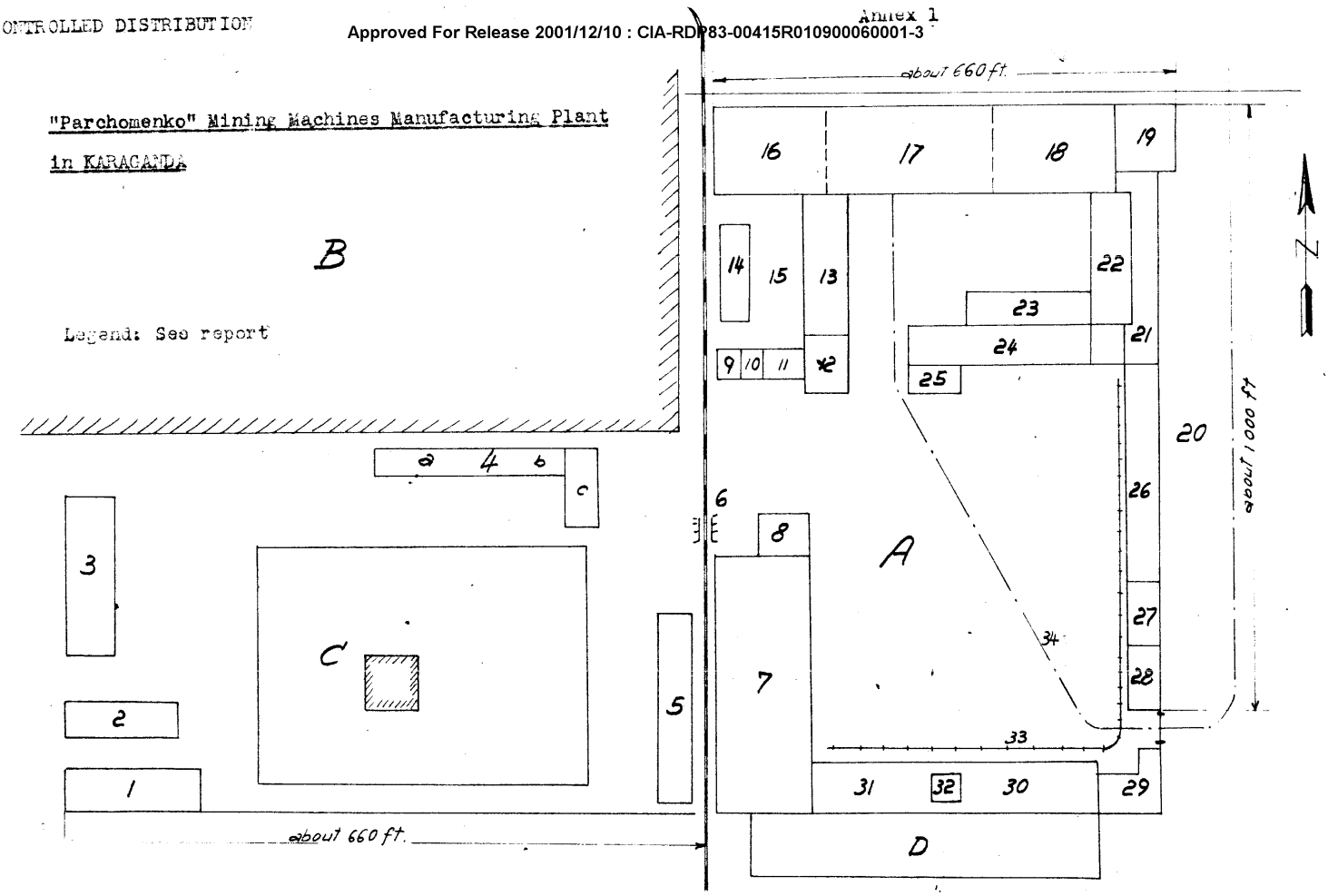
C House, with yard, quarters of the plant director

D "Makarov" Machine Factory,

annexed to the plant repair department: 100 x 18 meters. Works independently and produces combined cold-cutting machines.

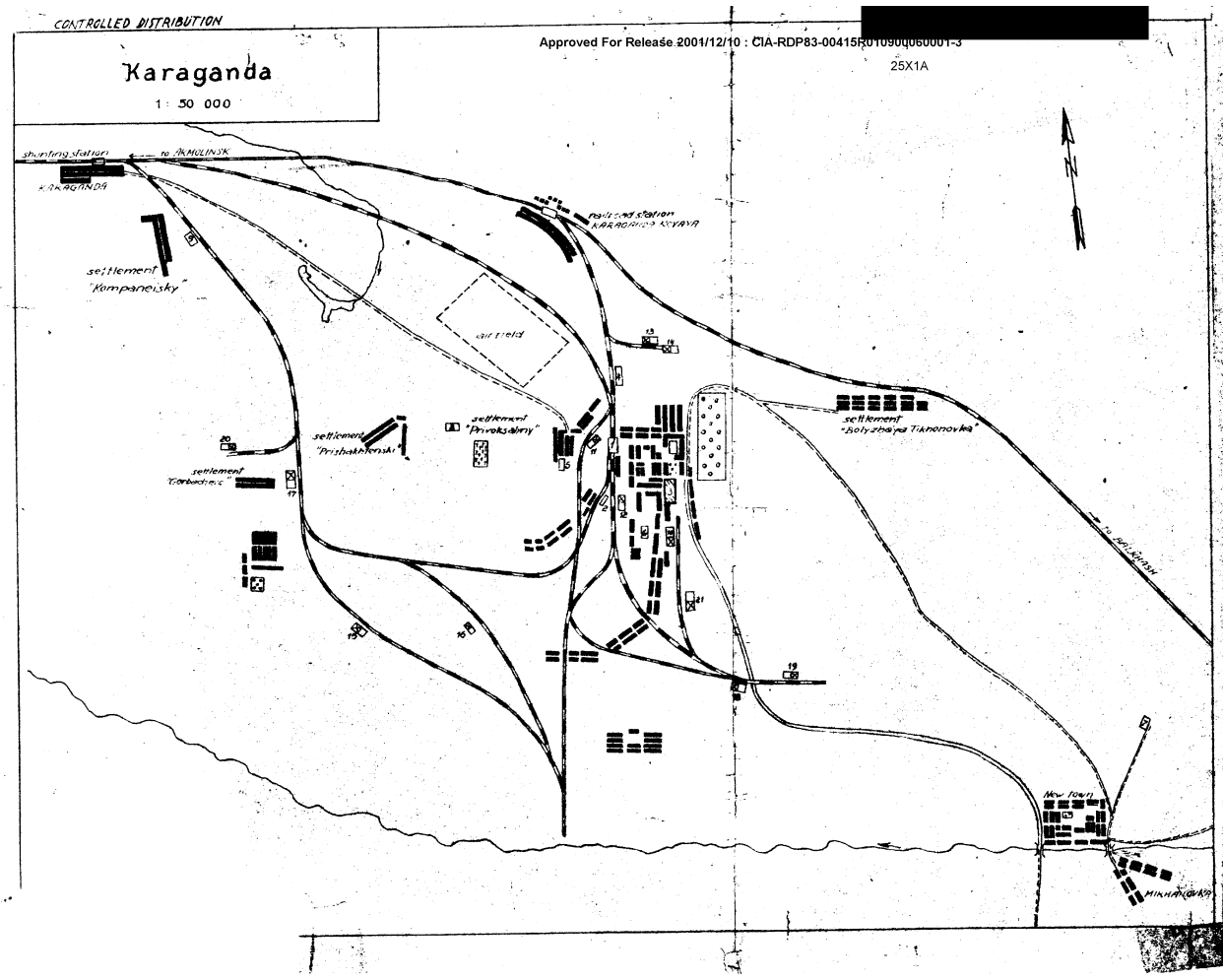
Annex 1

"Parchomenko" Mining Machines Manufacturing Plant in KARAGANDA



Karaganda

1 : 50 000



Legend:

1 Karaganda Ugolynaya railroad station
2 Thermal power plant
3 Repair plant
4 Fuel dump
5 Garage
6 Bread factory
7 Brickworks
8 Leather factory
9 Cement factory
10 Shaft No. 1
11 " " 2
12 " " 18
13 " " 34
14 " " 35
15 " " 6
16 " "Kirov"
17 " "Gorbachev"
18 New shaft
19 " "
20 Shaft
21 "

Main road
Improved dirt road
Garden
Swamp